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November 1, 2000

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Your ref: Q53818
Our ref.: 512992US01
Mitsubishi ref.: 512992US01
U.S. Application No.: 09/286,418

Dear Sirs

Thank you so much for your letter of September 14, 2000 providing comment on the Office Action for us.

Since the "static friction of the steering system" defined by the present invention is quite distinctive from the "road load friction" appearing in the Reference of Agarwal et al. as undermentioned. So, please respond to the Office Action by counter argument only in the Remarks without amending claims by rewriting them as the Examiner suggested. So, please argue based on the following features:

1. The electric power steering system is provided for assisting the steering torque exerted by a driver and the steering torque of the steering system is assisted through controlling the output torque of the motor coupled to the steering system based on the steering assist force which has been determined on the basis of the steering torque exerted to the steering system and the car speed, and "the road load friction (friction between the road surface and the tire surface touching with the road)" as above constitutes the main load of the power steering system and corresponds to the main load torque of the motor mentioned as above.

(1) "the edge of the steering force detection value", in claim 2 and,

(2) "the edge of motor angular velocity or motor back electromotive force" in claim 3.

7 Though the Examiner pointed out that Agarwal et al. discloses method of estimation of the static friction by extracting the edge of the steering angle (page 2, bottom 2 lines), the thing which is pointed out by the Examiner as the edge of the steering angle is nothing but the time derivative of the steering angle ($d\theta_p/dt$) and thus this is quite distinctive from the "edge of the steering torque signal", the "edge of the steering angular velocity signal" or the "edge of the motor signal" as disclosed by the present invention.

8 This is to say that the cited reference merely carries out the estimation of the steering angular velocity from the time derivative of the steering angle and furthermore, method of estimating the load F, which is caused by the static friction in the steering system, from the steering angular velocity is neither taught nor suggested by this reference.

Please prepare the response accordingly and file it with the Patent Office in due course.

Very truly yours,

MIYAZONO INTERNATIONAL
PATENT OFFICE

S. Aotsu

Shinichi AOTSU